

April 16, 2008

TO: Members of the MAG Transportation Review Committee

FROM: Tom Callow, City of Phoenix Chair

SUBJECT: MEETING NOTIFICATION AND TRANSMITTAL OF TENTATIVE AGENDA

Thursday, April 24, 2008, 10:00 a.m.
MAG Office, Suite 200, Saguaro Room
302 North 1st Avenue, Phoenix

A meeting of the MAG Transportation Review Committee (TRC) will be held at the time and place noted above. **Please park in the garage under the building. Bring your ticket to the meeting as parking will be validated. Bicycles can be locked in the rack at the entrance to the parking garage.**

Members of the MAG Transportation Review Committee may attend **in person, via videoconference or by telephone conference call**. Those attending by videoconference must notify the MAG office three business days prior to the meeting. Those attending by telephone conference call are requested to call (602) 261-7510 between 9:55 a.m. and 10:00 a.m. on the date of the meeting. After the prompt, please enter the meeting ID number 6872 (MTRC) on the telephone keypad followed by the pound key. If you have a problem or require assistance, dial 0 after calling the number above.

Pursuant to Title II of the Americans with Disabilities Act (ADA), MAG does not discriminate on the basis of disability in admissions to or participation in its public meetings. Persons with a disability may request a reasonable accommodation, such as a sign language interpreter, by contacting Christina Hopes at the MAG Office. Requests should be made as early as possible to allow time to arrange the accommodation.

Please be advised that under procedures adopted by the MAG Regional Council on June 26, 1996, all MAG committees need to have a quorum in order to conduct business. A quorum is a simple majority of the membership or twelve people for the MAG TRC. If you are unable to attend the meeting, please make arrangements for a proxy from your jurisdiction to represent you. If you have any questions or need additional information, please contact Eric Anderson or Christina Hopes at (602) 254-6300.

TENTATIVE AGENDA

	COMMITTEE ACTION REQUESTED
1. <u>Call to Order</u>	
2. <u>Approval of Draft March 27, 2008 Minutes</u>	2. Approve Draft minutes of the March 27, 2008 meeting.
3. <u>Call to the Audience</u> An opportunity will be provided to members of the public to address the Transportation Review Committee on items not scheduled on the agenda that fall under the jurisdiction of MAG, or on items on the agenda for discussion but not for action. Citizens will be requested not to exceed a three minute time period for their comments. A total of 15 minutes will be provided for the Call to the Audience agenda item, unless the Transportation Review Committee requests an exception to this limit.	3. For information and discussion.
4. <u>Transportation Director's Report</u> Recent transportation planning activities and upcoming agenda items for the MAG Management Committee will be reviewed by the Transportation Director.	4. For information and discussion.

ITEMS TO BE HEARD

5. <u>Update on the Federal Fiscal Year (FFY) 2008 MAG Closeout</u> MAG staff provide an update on the amount of funds available for FFY08 MAG Closeout and review deferred projects as well as projects submitted for the FFY08 Closeout. The deadline for FFY08 Closeout project submittal and initial deferral notification is April 18, 2008. This information will be emailed to TRC members prior to the meeting, and a handout provided at the meeting. In addition, MAG staff will discuss additional priorities and guidelines for the FFY08	5. For information and discussion, and possible recommendation to approve a list of projects to be carried forward from FFY 2008 to FFY 2009 or later and to approve any additional priorities and/or guidelines for the FFY 2008 Closeout Process.
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Closeout and the allocation of redistributed Obligation Authority. An updated FFY08 Closeout memo, current Closeout Guidelines, and the Draft Federal Fund Programming Principles are provided in Attachment One.

6. 2008-2012 Draft TIP Amendment

The 2008-2012 TIP will be amended and modified to reflect changes to regionally significant projects and the addition of federally funded projects. The majority of the project changes are for 2008, 2009, and 2010. The draft TIP Amendment will be handed out at the meeting for member agencies to review. The formal request to approve the Amendment will occur in May or June 2008.

7. Arterial Life Cycle Program Status Report

A Status Report on the Arterial Life Cycle Program (ALCP) will be provided for the period between October 2007 and March 2008 and will include an update on ALCP Project work, the remaining FY08 ALCP schedule, and ALCP revenues and finances. A copy of the ALCP Status Report is provided in Attachment Two.

8. Fiscal Year 2008 - Arterial Life Cycle Program (ALCP) Regional Area Road Fund (RARF) Closeout

MAG staff will provide an overview of the ALCP RARF Closeout process as established in the December 19, 2007 ALCP Policies and Procedures. An update on the fiscal analysis of ALCP revenues and expenditures and a list of eligible projects for ALCP RARF Closeout will be presented. Please refer to Attachment Three for the FY08 ALCP RARF Closeout Memo, list of eligible projects, and Section 260 of the ALCP Policies and Procedures.

6. For information and discussion.

7. Information and discussion.

8. Information, discussion, and possible recommendation to approve ALCP project reimbursements for the fiscal year 2008 ALCP RARF Closeout, and amend the FY 2008 ALCP, 2008-2012 TIP, and 2007 RTP Update as necessary.

9. Pedestrian Design Assistance and Bicycle Design Assistance Applications for 2008 Funding - Phase II

The Pedestrian Working Group/Regional Bicycle Task Force reviewed and ranked applications for project funding from the Pedestrian Design Assistance and Bicycle Design Assistance Programs at the March 2008 committee meeting. The Committee received five applications requesting \$373,000 in funding from the \$125,000 funding available from the Pedestrian Design Assistance Program. The Committee also received two applications requesting \$70,000 in funding from the \$30,000 in funding available from the Bicycle Design Assistance Program. The Committee voted to approve two projects for the \$125,000 from the Pedestrian Design Assistance Program and one project for \$30,000 from the Bicycle Design Assistance Program. Refer to the memorandum in Attachment Four for more details.

10. Member Agency Update

This section of the Agenda will provide Committee members with an opportunity to share information regarding a variety of transportation-related issues within their respective communities.

11. Next Meeting Date

The next regular TRC meeting will be scheduled Thursday, May 29, 2008 at 10:00 a.m. in the MAG Office, Saguaro Room.

9. For information, discussion and possible recommendation to approve the projects for the Design Assistance Program.

10. For information and discussion.

11. For information and discussion.

DRAFT MINUTES OF THE
MARICOPA ASSOCIATION OF GOVERNMENTS
TRANSPORTATION REVIEW COMMITTEE

March 27, 2008

Maricopa Association of Governments Office
302 North First Avenue, Suite 200, Saguaro Room
Phoenix, Arizona

MEMBERS ATTENDING

Phoenix: Tom Callow	Maricopa County: John Hauskins
ADOT: Floyd Roehrich	Mesa: Scott Butler
Avondale: David Fitzhugh	Paradise Valley: Robert M. Cicarelli
Buckeye: Scott Lowe	Peoria: Dan Nissen for David Moody
Chandler: Patrice Kraus	*Queen Creek: Mark Young
El Mirage: Lance Calvert	RPTA: Bryan Jungwirth
Fountain Hills: Randy Harrel	Scottsdale: Dave Meinhart for
*Gila Bend: Lynn Farmer	Mary O'Connor
*Gila River: David White	Surprise: Stephanie Wilson for
Gilbert: Tami Ryall	Randy Overmyer
Glendale: Terry Johnson	Tempe: Carlos De Leon
*Goodyear: Cato Esquivel	Valley Metro Rail: John Farry
*Guadalupe: Jim Ricker	Youngtown: Lloyce Robinson
Litchfield Park: Mike Cartsonis	

EX-OFFICIO MEMBERS ATTENDING

*Regional Bicycle Task Force: Randi Alcott, RPTA	*Pedestrian Working Group: Eric Iwersen, City of Tempe
*Street Committee: Darryl Crossman, City of Litchfield Park	*ITS Committee: Alan Sanderson

* Members neither present nor represented by proxy. + - Attended by Videoconference
- Attended by Audioconference

OTHERS PRESENT

Eric Anderson, MAG	Jay Smyth, SWRC Coalition
Roger Herzog, MAG	Bill Leister, CAAG
Ken Hall, MAG	Nicole Gonzalez-Valentino, GPCC
Steve Tate, MAG	Kammy Horne, URS
Eileen Yazzie, MAG	Thomas Dennis, ASU School of Planning
Kevin Wallace, MAG	Ronnie Stricklin, McDOT
Sarath Joshua, MAG	Greg Montes, City of Glendale
Nathan Pryor, MAG	Brent Stoddard, Mesa
Wulf Grote, METRO	Janna Day, Fenemore Craig
Stuart Boggs, RPTA	Kellee Kelly, City of Maricopa
Dawn Coomer, City of Tempe	Rakesh Tripathi, ADOT
	Kwi-Sung Kang, ADOT

1. Call to Order

Chairperson Tom Callow called the meeting to order at 10:05 a.m.

2. Approval of February 28, 2008 Draft Minutes

Addressing the first order of business, Mr. Callow asked if there were any changes or amendments to the meeting minutes. Mr. John Hauskins then moved to approve the minutes as presented. Mr. Dave Meinhart seconded, and the minutes were subsequently approved by unanimous voice vote of the Committee.

3. Call to the Audience

Mr. Callow stated that he had not received any request to speak cards from the audience, and moved on to the next item on the agenda.

4. Transportation Director's Report

Mr. Callow introduced Mr. Eric Anderson, MAG Transportation Planning Director, to provide the Transportation Director's report. Mr. Anderson introduced Mr. Rakesh Tripathi, who was seated in the audience. Mr. Anderson informed the Committee that Mr. Tripathi came to Arizona from the Houston Office of the Texas Department of Transportation, and is the newly appointed Transportation Planning Director for the Arizona Department of Transportation (ADOT). He welcomed Mr. Tripathi to the meeting, and stated that he was looking forward to working with him in the future.

Mr. Anderson then reported on the Regional Area Road Fund (RARF) revenues. He informed those in attendance that the February RARF revenues have decreased by approximately 7.0 percent from February 2007, and that total collections were down by a total of "negative" 1.2 percent from last year. Mr. Anderson also noted that the total revenues through February of 2008 were approximately 4.5 percent lower than forecasted. Mr. Anderson addressed the effects of lower revenues and rising costs on the MAG Freeway Program, and also addressed the declining housing market. Mr. Anderson said that traditionally, the Phoenix housing market has a tendency to come out of an economic downturn sooner than other regional and state housing markets throughout the country. He said that based upon national economic discourse and trends, he does not expect the onset of an economic recovery until 2009 at the earliest.

Mr. Anderson then informed the Committee that MAG has traditionally completed a 5-year Transportation Improvement Program (TIP) and an annual update of the Regional Transportation Plan (RTP). However, he said that this year MAG will not complete a TIP through Fiscal Year (FY) 2013, and will not be updating the RTP. Mr. Anderson stated that the Energy Independence and Security Act (signed in December 2007) called for the establishment of an 80 percent minimum match requirement for federal funds, and if this was adhered to, MAG would need an additional \$33.0 million in Congestion Mitigation and Air Quality

(CMAQ) to fund the currently programmed CMAQ projects. Mr. Anderson said that many other Metropolitan Planning Organizations (MPOs) throughout the United States are also experiencing issues associated with the legislation. Mr. Anderson informed those in attendance that due to the \$33.0 million programming issue, MAG is working on potential strategies to address this issue. He informed the Committee that in lieu of the TIP, MAG will amend the 2008-2012 TIP for FY 2009 and 2010 transportation projects. Mr. Anderson noted that a draft of the project listings in the amendment will be forwarded to the TRC in April, and then on to the MAG Management Committee in June. Mr. Anderson then addressed the programming of ITS, bike and pedestrian projects that are currently programmed through FY 2013. He stated that these particular projects that are programmed past FY 2010 will go into a holding pattern for the next year, and will then be added back into the FY 2010-2014 TIP when it is produced next year.

Mr. Anderson then informed the Committee that the consulting firm of PBS & J is currently working the creation of regional congestion performance measures for the MAG Region, and will be updating the MAG Congestion Mitigation and Air Quality (CMAQ) process. Mr. Anderson then answered a number of questions from members in attendance, and concluded his report to the Committee.

5. ADOT Red Letter Process

Mr. Callow introduced Mr. Eric Anderson, MAG Transportation Planning Director, to provide information on the ADOT Red Letter process. Mr. Anderson called the Committee's attention to Attachment One of the TRC Agenda Packet, which provided an overview of "Red Letter" notices received by ADOT from July 1, 2007 to December 31, 2007. Mr. Anderson stated that the purpose of the Red Letter process was intended for MAG member entities to notify ADOT of any potential development activities within freeway alignments, which include actions on plans, zoning issues and permits. Mr. Anderson said that this item was an informational item, and that a formal motion was not required. There were no questions, and this concluded Mr. Anderson's report.

6. ADOT Requested Change to STAN Process

Mr. Callow introduced Mr. Eric Anderson, MAG Transportation Planning Director, to provide information on ADOT's request to make a change to the State Transportation Acceleration Needs (STAN) account. Mr. Anderson informed the Committee that ADOT has recently requested to decrease funding for the *I-10: Sarival Road to Verrado Way* project by \$1.0 million, and to increase funding on the *Loop 303: Bell Road Crossing* and *Loop 303: Cactus and Waddell Road Crossing* projects by \$500,000 each. Mr. Anderson stated that ADOT determined that an additional \$1.0 million was not needed to complete the I-10 project, and determined that the money is needed on the Loop 303 projects. Mr. Anderson stated that this request by ADOT would not impact the MAG Freeway Program, and recommended it's approval.

Mr. John Hauskins moved to recommend approval of the requested change by ADOT to the

STAN process, to decrease funding for the *I-10: Sarival Road to Verrado Way* project by \$1.0 million, and to increase funding on the *Loop 303: Bell Road Crossing* and *Loop 303: Cactus and Waddell Road Crossing* projects by \$500,000 each. Mr. Lance Calvert seconded, and the motion was subsequently approved by unanimous voice vote of the Committee. There were no questions, and this concluded Mr. Anderson's report.

7. Interim Closeout of the Federal Fiscal Year (FFY) 2008 MAG Federally Funded Program

Addressing the next order of business, Mr. Callow introduced Ms. Eileen Yazzie, MAG Transportation Programming Manager, to provide an update on the Interim Closeout of the Federal Fiscal Year (FFY) 2008 MAG Federally Funded Program. Ms. Yazzie addressed the Committee, and called their attention to the Memorandum located in Attachment Two of the TRC Agenda Packet. Ms. Yazzie informed the Committee that since the time of the TRC Agenda Packet mailing, ADOT has provided MAG with updated figures.

Ms. Yazzie stated that there was a total of \$137.0 million in available Congestion Mitigation and Air Quality (CMAQ) and Surface Transportation Program (STP) - MAG funding, and that there was a total amount of \$141.0 million in actual programmed projects for FFY 2008. Ms. Yazzie informed those in attendance that MAG anticipates \$91.0 million in project money that will obligate during FFY 2008, and that there will be a total of approximately \$46.0 million in unobligated funding. Ms. Yazzie then addressed the Deferral Notification process, and informed the Committee that in the past, MAG has relied on receiving letters from MAG member agencies that were planning to defer certain projects. Ms. Yazzie said that from this point on, MAG has created a form that is located on the MAG website and is available in both PDF and Word format, which requires a member agency to directly submit deferral information to MAG by no later than April 18, 2008. She noted that the *MAG Deferral Notification Form* must be submitted by either a member of the TRC, MAG Management Committee, or the Intergovernmental Affairs Committee. Ms. Yazzie also explained that similar to the deferral notification process, there is also a form that member agencies must fill out in order to submit projects to MAG for consideration of MAG closeout funding.

Ms. Yazzie then provided an overview of current guidelines and principles concerning cost increases, projects to be carried forward, close out priorities, project readiness, commitment to projects, and the commitment to spending CMAQ funds. She noted that MAG was in the process of changing the current guidelines and principles. Discussion followed concerning the advancement of current projects ready to be obligated, and the possibility of adding additional projects. Mr. Eric Anderson addressed the Committee, and stated that MAG staff intends to be "conservative" this year, and if possible, would like to refrain from adding additional projects for closeout. He stated that this is primarily due to currently being over programmed, and also noted that there is considerable uncertainty in funding at the Federal level concerning the Highway Trust Fund. Mr. Anderson said that it may be necessary to wait for a new Federal Transportation Reauthorization Act in 2009 before "reassessing" the inclusion of additional projects for the consideration of funding.

Discussion followed, and Ms. Yazzie then stated that there were three ideas in the Draft Principles for which she was seeking Committee comments and input. Ms. Yazzie stated that

the Draft Principles that were under consideration included the following: that closeout funds would be categorized into ITS Arterial, Bike and Pedestrian, Air Quality, Freeways, and Light Rail Transit as currently identified and structured in the MAG RTP; that projects should automatically be deleted from consideration if they had been deferred a total of two or more times; and that “new” projects should possibly be excluded from consideration. Mr. Yazzie then asked for Committee input. After considerable discussion, and listening to the options, the Committee agreed that MAG Staff should refine the Draft Principles, and bring them back for consideration at the next TRC meeting during April of 2008. There was no further discussion, and this concluded Ms. Yazzie’s report.

8. Project Changes - Amendments, and Administrative Modifications to the FY 2008-2012 MAG Transportation Improvement Program

Addressing the next order of business, Mr. Callow introduced Ms. Eileen Yazzie, MAG Transportation Programming Manager, to provide an overview of project changes, amendments and modifications to the FY 2008-2012 MAG TIP. Ms. Yazzie addressed the Committee, and called their attention to the Project Change Sheet, located in Attachment Three of the TRC Agenda Packet. Ms. Yazzie stated that the two Tempe projects listed on the sheet are being combined into one project as part of an administrative modification, which was approved at the last MAG Bike and Pedestrian Committee meeting. Ms. Yazzie also noted minor amendments to a total of six Valley Metro Transportation Enhancement projects; an administrative modification to an ADOT TI project located at I-17 and Dove Valley Road; an administrative modification in the amount of \$1.6 million to a regionwide project; and an amendment to create a new noise mitigation study in the amount of \$65,000.

Discussion followed, and Ms. Yazzie answered a number of questions from members of the Committee. Mr. Bryan Jungwirth then moved to recommend approval of the project changes, amendments, and administrative modifications to the FY 2008-2012 MAG TIP. Mr. Dave Meinhart seconded, and the motion was subsequently approved by unanimous voice vote of the Committee. There were no further questions, and this concluded Ms. Yazzie’s report.

9. Commuter Rail Strategic Plan

Addressing the next order of business, Mr. Callow introduced Mr. Kevin Wallace, MAG Transit Program Manager, to provide an overview of the MAG Commuter Rail Strategic Plan. Mr. Wallace addressed the Committee, and stated that the requested actions for the Agenda item include recommending the acceptance of the Commuter Rail Strategic Plan to the MAG Management Committee, and recommending that MAG proceed with a commuter rail corridor development plan for the BNSF Railway/Grand Avenue Corridor. Mr. Wallace said that the purpose of the Commuter Rail Strategic Plan was to develop as an implementation strategy for commuter rail service in Maricopa County, and in northern Pinal County.

Mr. Wallace then addressed the project area, which had a northwest to southeast range of over 100 miles. He stated that the study was divided into a total of five subareas. Mr. Wallace then addressed the project implementation process, and informed the Committee that as part of the

public involvement component, a total of four stakeholder group meetings were held at various locations. The public component of the study also included a series of briefings, which were followed by a public meeting on March 6, 2008, to receive comments on the draft strategic plan. Mr. Wallace addressed the study implementation framework, which consisted of a Concept System Plan, implementation requirements, and a total of 12 implementation steps.

Mr. Wallace informed those in attendance that the concept system plan specifically utilized existing freight lines throughout the study area, and also included alignments in developing areas as well. Mr. Wallace noted that when assessing the study's implementation requirements, a primary focus was placed upon governance and administration, the cooperation of the railroads, and future funding and finance issues. When assessing how the system would be funded, the study conducted a peer system comparison with other providers in Salt Lake City, Albuquerque, Minneapolis, Denver and Portland. Three commuter rail implementation scenarios were developed using examples from these commuter rail systems, which included a "get started scenario," a "starter system scenario," and a "regional system scenario."

Mr. Wallace then provided an overview of the 12 implementation steps, which included ongoing coordination; Union Pacific passenger rail coordination and planning; Burlington Northern/Santa Fe passenger rail coordination and planning; regional transit planning; future corridor development plans; identifying funding source commitment; developing a governance plan; developing partnerships with railroads; working to pass enabling legislation; developing a seamless transit system; achieving regional sustainability goals; and identifying and preserving future options. Mr. Wallace then addressed an implementation step schedule to 2015, and addressed the next steps in the planning process, which involves the incorporation of additional comments, and ultimately finalizing the strategic plan. He addressed the MAG Committee review process, and the importance of moving forward in with each of the 12 implementation steps. Mr. Wallace once again summarized the requested action of recommending the acceptance of the Commuter Rail Strategic Plan to the MAG Management Committee, and that MAG ultimately proceed with a commuter rail corridor development plan for the BNSF Railway/Grand Avenue Corridor.

Mr. Eric Anderson then addressed the Committee, and stated that BNSF has a lot of plans in the Grand Avenue Corridor, and they are planning to make improvements and are open to preserving the corridor for passenger rail. Mr. Anderson stated that ADOT has been working with the UP to address passenger rail service between Phoenix and Tucson. Discussion followed, and Mr. John Hauskins moved to recommend approval of the MAG Commuter Rail Strategic Plan. Mr. Lance Calvert seconded the motion. Discussion followed, and Mr. Carlos DeLeon addressed the Committee, and called their attention to Page 9 of the plan. Mr. DeLeon stated that MAG should realistically be looking at the implementation of all 12 steps, but should immediately look to implement items one through four. Chairman Tom Callow asked for a vote to amend the motion, and Ms. Lloyce Robinson stated that BNSF is assertive with regard to their plans in the area, and that MAG should only recommend the approval of the plan as presented, and should not consider the implementation of any implementation steps at this time.

Mr. John Hauskins then moved to approve the MAG Commuter Rail Strategic Plan, with the goal of moving forward with the implementation of steps one through four. Mr. Calvert seconded. The motion passed by a vote of 21 ayes to one nay, with Ms. Lloyce Robinson

going on record as being opposed to the vote. There were no further questions, and this concluded Mr. Wallace's report.

10. Member Agency Update

Mr. Callow asked members of the Committee whether they would like to provide updates; address any issues or areas of concern regarding transportation at the regional level; and asked whether any members in attendance would like to address recent information that was relevant to transportation within their respective communities. There were no member comments at this time.

11. Next Meeting Date

Mr. Callow informed members in attendance that the next meeting of the Committee would be held on April 24, 2008. There being no further business, Mr. Callow adjourned the meeting at 11:15 a.m.

ATTACHMENT ONE

April 15, 2008

TO: Members of Transportation Review Committee

FROM: Eileen O. Yazzie, Transportation Programming Manager

SUBJECT: FEDERAL FISCAL YEAR (FFY) 2008 INTERIM YEAR END CLOSEOUT

The amount of CMAQ and STP-MAG funds available for FFY08 is approximately \$130 million. This includes the carry forward from the FFY07.

The total amount of the projects programmed for FFY08 is \$141 million. MAG staff estimates that \$91 million in projects will obligate this year with \$50 million in projects that will not obligate this year. This leaves an unobligated balance for FFY 08 of \$39 million. To balance the fiscally constrained Arterial Life Cycle Program (ALCP), \$21 million in MAG-STP funds will be carried forward to FFY2009. This would leave a remaining balance of \$18 million of unobligated funds for closeout.

The funding amounts are subject to change since member agency deferral notifications are still being submitted.

BACKGROUND

The current guidelines for the federal fiscal year end closeout process are posted on the MAG website on the Transportation Improvement Program (TIP) webpage. Current guidelines for the year end closeout process were approved by the Regional Council in 1995 and were slightly revised in 1996 and 2001. In the past year, there have been three working group meetings regarding MAG Federal Fund Programming Principles, which includes the Closeout process and priorities. TRC members will discuss if there are guidelines in the Draft MAG Federal Fund Programming Principles or others that need to be followed for the FFY08 Closeout.

DEFERRED PROJECTS

Member agencies need to notify MAG staff of projects that will not obligate this year. The first deadline for member agencies to notify MAG staff of project deferrals was April 18, 2008. MAG Staff recognizes that agencies may defer projects at a later time due to project delays between today and September 2008 and will work with member agencies until the end of the federal fiscal year for last minute deferrals.

SUBMITTAL OF PROJECTS

The deadline for member agencies to submit projects for use of Closeout funds was April 18, 2008. The primary criteria for the projects submitted for closeout funding is that they must be able to utilize funds by the end of the federal fiscal year. This means that the projects submitted must be sufficiently developed for ADOT Local Governments staff to recommend that be projects are ready to be authorized by the Federal authorities. MAG staff will review the projects submitted for Closeout funds with ADOT to ensure that the projects can be obligated before the

end of FFY08. It is expected that the TRC will review the funds available and may discuss preferences for how the funds available should be targeted.

The CMAQ analysis of projects submitted for Closeout will be completed by the Air Quality Technical Advisory Committees in May, and it is expected that TRC action on the interim list of closeout projects will occur at the May Committee meeting, with Management Committee, Transportation Policy Committee and Regional Council action taking place in June, 2008.

Information regarding the FFY2008 Closeout is available electronically on the MAG website <http://www.mag.maricopa.gov/project.cms?item=413>, at the Transportation Improvement Program (TIP) webpage. If there are any questions regarding the FFY08 year-end closeout process, or the submittal of projects, please call Eileen O. Yazzie at 602-254-6300.

MAG CLOSE OUT PROCESS

MAG attempts to utilize all of the spending authority, known as Obligation Authority (OA), made available to the region. To meet this goal, MAG established a Closeout process. The most important criteria for a Closeout project are that it must have completed the federal project development process and be in a position to go to bid by the end of the current federal fiscal year. The current Closeout Guidelines were approved by the Regional Council in 1995 and were revised in 1996 and 2001 and are well known. These recommendations have been subsequently amended and include eight actions as follows:

- **Approval:** Regional Council approval of all MAG federal funding changes;
- **Cost Increases:** The amount of MAG federal funding available for a project is the programmed amount listed in the current TIP. The sponsoring agent is responsible for any cost increases;
- **Project Carry Forward:** For a project in the first year of the adopted program, the sponsoring agent will notify MAG staff by March 1 if a project is to be withdrawn or requested to be carried forward. Projects will be carried forward only one time and will need to be obligated by September 30 in the following year;
- **Close Out Priorities:**
 1. The first priority for uncommitted and redistributed obligation authority occurring in the first year of the program will be to **advance current federally funded programmed projects** that are ready to be obligated.
 2. The second priority is to **increase the federal share of projects** being obligated in the first year of the program. The process of selecting these projects will consider committee input and results of the management systems;
 3. **Any other projects.**
- **Project Readiness:** Member agencies will be encouraged to have programmed federally funded projects ready to be obligated as soon as possible. Projects ready to go will have a high priority to be advanced to the current fiscal year to ensure that committed obligation authority is fully used, and to increase prospects of receiving a share of Arizona redistributed obligation authority;
- **Commitment to Programmed Projects:** In updating the five year program, projects will not be deleted except as requested by member agencies, or as required by lack of project progress or conformity requirements. Therefore, the focus of updating the five year program should be on adding projects in the fifth year of the program and not on changing projects in the first four years;

- CMAQ: A commitment will be made to using Congestion Mitigation and Air Quality (CMAQ) funds. Surface Transportation Program (STP) funds will not be obligated at a higher rate than CMAQ funds; and
- Procedural Changes: Any future change in adopted procedures for the allocation of MAG federal funds will require review by the MAG Transportation Review Committee and other committees as appropriate. Final action will be by the Management Committee and Regional Council.

THE CLOSEOUT PROCESS

Initial Closeout: The initial closeout usually occurs as soon as the FY Appropriations Bill is available. It involves a simple comparison between the funds available and the projects programmed, resulting in an estimate of “uncommitted” funds.

Interim Closeout: Member agencies notify MAG staff, by March 1 of each year, of the projects that they wish to defer from the current fiscal year to the following fiscal year or that they do not wish to proceed with. When this total is known, agencies are then requested to identify projects that can utilize the funds made available. This submittal usually occurs by the end of April.

Final Closeout: Throughout a project cycle, adjustments can occur to projects and to the apportionment or appropriations formulas that can add to, or subtract from, the funds available. Also, redistributed OA may become available. “Contingency” projects are identified that can use these funds, often at very short notice.

DRAFT - MAG Federal Fund Programming Principles

In the past year, there have been three working group meetings regarding MAG Federal Fund Programming Principles, which includes the Closeout process and priorities. The sections listed below are related to the Closeout Process and the bolded word **NEW** indicates if it is different than the current Closeout Guidelines. TRC members will discuss if there are guidelines in the Draft MAG Federal Fund Programming Principles or others that need to be followed for the FFY08 Closeout.

500. Closeout Process

1. Identify deferred projects.
2. **NEW** - During the closeout process, the deferred projects and funds will be retained within each mode as determined by the Regional Transportation Plan (RTP).
 - a. The modes that are programmed in the RTP to receive federal funds are: Freeway-CMAQ, Streets/ITS-CMAQ, Streets-STP, LRT-CMAQ, Bicycle/Ped-CMAQ, and Air Quality-CMAQ. The funds (in dollars not percentages) would stay in each mode.

NEW - 600. Closeout Process – Deferrals

1. **NEW** - Construction and Right of Way projects: Member agencies would be allowed a one time deferral without justification.
 - a. If this project has a design contract underway, the project would be deferred 1 year, if and only if, it had an approved DCR from ADOT.
 - b. If there is no design contract underway, the project would be deferred 2 years as it generally takes 2 years to complete the ADOT process.
 - c. If there is a design and clearance phase for the project, it would be deferred accordingly.
2. **NEW** - Procurement, pre design, design, and planning study project: member agencies would be allowed a one time deferral without justification.
3. **NEW** - If a project is requesting to be deferred for the second time or more, the sponsoring agency for the project **has the option to** submit a justification memo explaining why the project should stay in the MAG Federal Fund Program.
 - a. The sponsoring agency for the project **may** submit a justification memo to MAG with the deferral notification that will be taken through the project's technical advisory committee, and the remaining MAG Committee's.
 - i. If the justification is **approved/accepted** through the MAG Committee process, the project would stay in the program.
 - ii. If the justification is **not approved/accepted**, through the MAG Committee process, the project would be removed from the program.
 - b. If a justification memo is not submitted, the project will be removed from the program.
 - c. MAG will provide either a form, or memo with annotated required information fields for the justification.

700. Closeout Process - Prioritization of Unobligated funds

1. The suggested priorities per mode are:
 - a. Advancing projects (or phases of projects) of the same mode, that are already programmed in the current Transportation Improvement Program (TIP) with MAG federal funds from a future year, in chronological order of the TIP;
 - b. Adding additional federal funds to an existing, unobligated project, up to the originally programmed, federal-aid maximum, or the maximum established by the mode in the RTP, whichever is less.
 - c. New projects.
2. **NEW** - MAG staff will review the projects submitted for Closeout funds with ADOT Local Government Section to ensure that the projects can be obligated before the end of the current federal fiscal year.
3. **NEW** - MAG staff will do a fiscal analysis to determine if the program can fund additional funds to an existing project, and/or fund new projects within the fiscally constrained federal programs in the current TIP.
 - a. This will be based on if federal fund projects are removed from the current year of the Federal Fund Program.

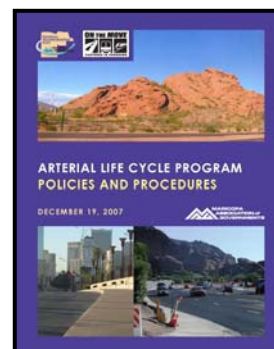
NEW - 800. Re-distributed Obligation Authority (OA)

1. Establish 'Regional Priorities' on a yearly basis for the Re-distributed OA. Re-distributed OA is in addition to the unobligated funding that is allocated to the states toward the end of the federal fiscal year. Establishing Regional Priorities during the close-out process, allows the MAG Committees flexibility to address the needs of the region, which can change over time.
 - a. The Regional Priorities will be established during the close-out process, which can be funded in the remainder of the current fiscal year or for next fiscal year.

ATTACHMENT TWO

Between October 2007 and March 2008, MAG Staff received approval of the revised ALCP Policies and Procedures, published the Arterial Life Cycle Program (ALCP) in book format, and revised the ALCP Project Overview and Project Reimbursement Request forms. MAG Staff collaborated with the ALCP Working Group to develop proposed revisions to the ALCP Policies and Procedures (“Policies”). Revisions to the Policies included the addition of a new section (Section 260) that established procedures for the Regional Area Road Fund (RARF) Closeout Process. The Policies were approved and enacted by the MAG Regional Council on December 19, 2007.

On February 27, 2008, the MAG Regional Council approved an update to the Arterial Life Cycle Program. Changes to the ALCP included administrative modifications and the reallocation of reimbursements for various projects. In early March, MAG Staff disseminated copies of the updated ALCP to the ALCP Working Group via email.



Copies of the forms and publication are available for download from the MAG – ALCP website at <http://www.mag.maricopa.gov/project.cms?item=5034>. Printed copies are also available. To receive printed of the publications and/or forms, please contact Christina Hopes at chopes@mag.maricopa.gov.

ALCP REVENUE AND FINANCE

The ALCP receives dedicated sales tax revenues (RARF) for transportation improvements to the arterial road network in Maricopa County. RARF revenues are deposited into the arterial account on a monthly basis.

Table 1. RARF Collections (October 2007 - February 2008)				
	Freeways	Arterial Streets	Transit	Prop. 400 (total)
October	\$ 18,118,625	\$ 3,385,152	\$ 10,735,769	\$ 32,239,546
November	\$ 17,588,010	\$ 3,286,016	\$ 10,421,365	\$ 31,295,391
December	\$ 17,525,852	\$ 3,274,403	\$ 10,384,535	\$ 31,184,790
January	\$ 20,360,361	\$ 3,803,982	\$ 12,064,057	\$ 36,228,400
February	\$ 16,425,349	\$ 3,068,793	\$ 9,732,458	\$ 29,226,600
Total	\$ 90,018,197	\$ 16,818,346	\$ 53,338,184	\$ 160,174,728

Although, \$160.2 million was collected for the between October 2007 and February 2008, RARF revenues were noticeably lower than the \$172.4 million forecasted.

Table 1 details the revenues collected by mode during the second and third quarters of

FY08. Table 2 compares actual RARF revenues to estimated revenues during the same period. (March 2008 RARF revenue figures were not received by the time of publication.)

To date, more than \$800 million has been generated through the RARF tax collection as a result of Proposition 400. Of that, \$84.1 million in RARF revenues collected was dedicated to the Arterial Life Cycle Program for capacity and safety improvements

Table 2. RARF Collections Estimate v. Actual (October 2007 - February 2008)			
	Estimated Total RARF	Actual Total RARF	Percentage Difference
October	\$ 33,108,000	\$ 32,239,546	-2.6%
November	\$ 32,786,000	\$ 31,295,391	-4.5%
December	\$ 32,853,000	\$ 31,184,790	-5.1%
January	\$ 40,623,000	\$ 36,228,400	-10.8%
February	\$ 32,990,000	\$ 29,226,600	-11.4%
Total	\$ 172,360,000	\$ 160,174,728	-7.1%

ALCP PROJECT STATUS

The second and third quarters of FY2008 were extremely productive for member agencies with projects programmed in the ALCP. Over the last 6 months, MAG Staff received 9 Project Overviews from 5 Lead Agencies and initiated 9 Project Agreements with 6 Lead Agencies. In addition, MAG Staff received 6 Project Reimbursement Requests in the amount of \$2.7 million. Table 3 provides detailed information on the status of current projects programmed for work and/or reimbursement in FY08.

INFLATION AND ROUNDING IN THE ALCP

Each year during the annual update process, an inflation factor is applied to the remaining ALCP project reimbursements programmed in the ALCP. Throughout the implementation of the Arterial Life Cycle Program, MAG Staff has recorded the inflated reimbursement amounts for each project down to the dollar. In the past, the ALCP report and project requirements have shown reimbursements to the nearest thousand of dollars.

In an effort to maximize reimbursement amounts, MAG Staff will start showing project reimbursement amounts to the dollar in the ALCP and project requirements, such as Project Agreements. This change will not impact any signed and effective Project Agreements or other project requirements submitted to date. Starting with the publication of the FY2009 Arterial Life Cycle Program, Lead Agencies will be able to view both the full reimbursement amount by project and rounded reimbursement amount as programmed by work phase. Please direct any questions about this change to Christina Hopes at chopes@mag.maricopa.gov or (602) 254-6300.

RARF CLOSEOUT FREQUENTLY ASKED QUESTIONS

Question 1: If I have completed one work phase (ie. design), am I eligible for RARF Closeout Funds?

No. In order to be eligible for RARF Closeout funds, the entire project must be completed (ALCP Policies and Procedures, Section 260(C)(2))

Question 2: My project is completed! Can I receive all of the available RARF Closeout Funds?

No. Reimbursements are limited to the amount programmed in the ALCP or 70% of eligible project expenditures, whichever is less. The same rule applies to the RARF Closeout Process

Question 3: What do I, as the Lead Agency, need to do during the RARF Closeout Process?

To be eligible for RARF Closeout funds, the project must be complete AND MAG Staff needs to receive and accept all three project requirements (Overview, Agreement, and Project Reimbursement Request) by June 1st

TIP/ALCP ANNUAL UPDATE PROCESS

December marked the beginning of the annual update process for the Transportation Improvement Program (TIP) and the Arterial Life Cycle Program. Each Lead Agency was asked to update information for projects programmed in the TIP and/or ALCP. To assist agencies with the update process, MAG Staff developed the TIP/ALCP Data Entry System, an Access-based application that allows agencies to request project changes and revise data on current and planned facilities.

This was the first year MAG Staff used the Data Entry System to update projects in the TIP and/or ALCP. For the most part, the Data Entry System was a success. However, MAG Staff is always interested in ways to improve on current processes and applications. Let us know if you experienced any difficulties with the Data

Entry System or if you have a suggestion on how to make it better. Please send all comments and suggestions on the TIP/ALCP Data Entry System to Steve Tate at state@mag.maricopa.gov.

TIPS FOR COMPLETING PROJECT REIMBURSEMENT REQUESTS

Under the ALCP Policies and Procedures, Project Reimbursement Requests (PRRs) must be submitted before a Lead Agency may be reimbursed for eligible project expenditures. On February 26, 2008, MAG Staff conducted a brief training on completing PRRs and introduced the revised PRR forms. An electronic version of the current PRR form is available for download from the MAG website at <http://www.mag.maricopa.gov/project.cms?item=5034> under the heading Project Requirements and Forms.

Tip #1: Use the correct Project Id number as listed in the *currently approved* ALCP

Tip #2: The regional share in the budget summary table should equal 70% of the eligible Project Expenditures or the maximum amount listed in the ALCP, whichever is less.

Tip #3: Use the current version of the ALCP, TIP, and Project Reimbursement Request form.

Tip #4: Include summary tables for backup invoices. Summary table templates are included in the PRR form. MAG Staff will also provided sample summary tables upon request.

Fiscal Year 2007-2008 Arterial Life Cycle Program Schedule

Please Note: ALCP Administrative Adjustments and ALCP Amendments will go through the MAG Committee Process as necessary, as part of a transportation project change agenda item for required action.		
April	24	Presentation to the Transportation Review Committee on the RARF Closeout Process and the ALCP Status Report for October 2007 – March 2008
May	14	Presentation to the Management Committee on the RARF Closeout Process
	21	Presentation to the Transportation Policy Committee on the RARF Closeout Process
	28	Presentation to the Regional Council on the RARF Closeout Process
	29	Draft FY2009 Arterial Life Cycle Program presented to the Transportation Review Committee
June	11	<u>Deadline</u> to submit Project Reimbursement Requests for reimbursement in FY2008 Draft FY2009 Arterial Life Cycle Program presented to the Management Committee
	18	Draft FY2009 Arterial Life Cycle Program presented to the Transportation Policy Committee
	25	Draft FY2009 Arterial Life Cycle Program presented to the Regional Council for approval
July	1	Start of Fiscal Year 2009

* Dates are subject to change

This is the eighth Status Report for the Arterial Life Cycle Program (ALCP). Semi-annually, MAG staff will provide member agencies with an update on the projects in the ALCP. This report and all other ALCP information are available online at <http://www.mag.maricopa.gov/project.cms?item=5034>.

TABLE 3
ARTERIAL STREET LIFE CYCLE PROGRAM
October 2007 - March 2008, Project Status of Projects Underway
(2007 and Year of Expenditure, Dollars in Millions, Consistent with the FY08 - February 27, 2008 ALCP)

Lead Agency & Facility	Project Requirement Completed PO = Project Overview PA = Project Agreement	Status S=Study, P=Pre-Design, D=Design, R=ROW, C=Const, C/O=Closed out	Regional Funding Reimbursements			Total Expenditures (Exp.)		FY(s) for Reimb.	FY for Final Constr.	Other Project Information
			Programmed Reimb. FY08	Estimated Future Reimb. FY2009- 2026 (2007\$)	Reimb. To Date	Exp. through FY 2008 (YOE\$)	Estimated Future Exp. FY 2009-2026 (2007\$)			
CHANDLER										
Chandler Blvd/Alma School: Intersection Improvements	PO	D	0.34	3.242				2008-2010	2010	
Chandler Blvd. at Dobson Rd.	PO, PA	C	3.565		0.017	0.428	7.669	2007-2008	2008	The study is 100% complete and design is underway.
Gilbert Rd: Loop 202 to Queen Creek Rd.	PO, PA	D, R		6.533			11.874	2021	2008	This segment has been advanced. Design and ROW will begin in FY07.
Queen Creek Rd: Arizona Ave. to McQueen Rd.	PO, PA	C		4.164			9.597	2012	2008	
Queen Creek Rd: McQueen Rd to Lindsay Rd		D		11.542				2011-2012	2010	
Ray at Alma School Rd.	PO, PA	D, R	2.144	1.438			9.709	2008-2009	2009	
FOUNTAIN HILLS										
Shea Blvd: Palisades Blvd to Saguaro Blvd		D	0.809	4.969				2008-2010	2010	
GILBERT										
Guadalupe/Power: Intersection Improvements		D		3.582				2010	2010	
Power Rd at Pecos: Intersection Improvement	PO	D, R	5.138			1.000	7.700	2008	2008	
Val Vista Rd: Warner Rd. to Pecos Rd.	PO, PA	C/O	3.582	3.351	7.046	15.271		2007-2008, 2014	2006	Project Complete
Warner Rd. at Cooper Rd.	PO, PA	R, C	3.582					2007-2008	2008	
MARICOPA COUNTY										
Dobson Rd, Gilbert Rd, McKellips Rd: Bridge over Salt River		S		44.261				2010-2011, 2015	2012	Three ALCP Bridge Projects are being studied together.
El Mirage Rd: Bell Rd to Beardsley		D, R		15.662				2016-2018	2011	
El Mirage Rd: Beardsley to Loop 303		D, R		2.945				2016	2012	
El Mirage Rd: Thunderbird Rd to Bell Rd	PO	D	0.414	19.925		0.591	70.948	2008-2015	2015	Administrative Modification reduced reimbursement by \$1000
Northern Ave: Dysart Rd. to SR-303L (Phase 1)		P, D, R	19.666	38.116			104.400	2007-2011	2011	

TABLE 3 - Continued
ARTERIAL STREET LIFE CYCLE PROGRAM
October 2007 - March 2008, Project Status of Projects Underway
(2007 and Year of Expenditure, Dollars in Millions, Consistent with the FY08 - February 27, 2008 ALCP)

Lead Agency & Facility	Project Requirement Completed PO = Project Overview PA = Project Agreement	Status S=Study, P=Pre-Design, D=Design, R=ROW, C=Const, C/O=Closed out	Regional Funding Reimbursements			Total Expenditures (Exp.)		FY(s) for Reimb.	FY for Final Constr.	Other Project Information
			Programmed Reimb. FY08	Estimated Future Reimb. FY2009- 2026 (2007\$)	Reimb. To Date	Exp. through FY 2008 (YOE\$)	Estimated Future Exp. FY 2009-2026 (2007\$)			
M.C./MESA										
Power Rd: East Maricopa Floodway (EMF) to Galveston		D, R	1.416	8.318				2008-2009	2009	
Power Rd: Baseline Rd to East Maricopa Floodway (EMF)	PO, PA	D,R,C	7.485				15.254	2008	2009	
MESA										
Broadway Rd: Dobson Rd. to Country Club Dr.	PO, PA	D	1.453	5.596	0.080	0.115	14.962	2008-2010	2010	Studies 100% Complete
Country Club Dr. at University Dr.	PO, PA	D, R		2.658			6.995	2017	2009	
Dobson Rd. at Guadalupe Rd.	PO, PA	D, R	0.144	2.514	0.106	0.152	5.760	2008-2009	2009	Design 60% Complete
Gilbert Rd at University Dr.	PO, PA	C		2.658			8.100	2021	2009	
Greenfield Rd: Baseline Rd. to Southern	PO, PA	R, C	1.050	3.941	0.455	0.650	7.165	2008-2009	2009	Design 90% Complete; ROW 30% Complete
McKellips Rd: McKellips/Lindsay Intersection Improvement	PO, PA	D	0.403	5.652	0.043	0.060	8.385	2008-2010	2010	Design 15% Complete
Mesa Dr: Southern to US 60	PO, PA	D	1.303	6.774	0.044	0.063	21.650	2008-2010	2010	Studies 75% Complete
McKellips/Greenfield, McKellips/Higley, and McKellips/Val Vista Intersection Improvements	PO, PA	P	0.119	8.215	0.119	0.170	11.347	2008, 2011-2013	2013	Studies 100% Complete; Design 10% Complete
Southern Ave: Country Club Dr at Stapley	PO, PA	P	0.119	12.037	0.119	0.170	16.630	2008-2011	2011	Studies 100% Complete
Thomas Rd: Gilbert Rd to Val Vista Dr		D	1.684	3.632			7.269	2008-2009	2009	
PEORIA										
Beardsley Road Project	PO, PA	C		22.073			30.700	2011-2012	2009	
Happy Valley Rd: Lake Pleasant Pkwy to Terramar Blvd	PO, PA	C		6.549			47.200	2021	2008	
PHOENIX										
Happy Valley Rd: I-17 to 35th Avenue	PO, PA	C/O		5.439		7.648		2022	2005	Project Complete
Happy Valley Rd: 35th Avenue to 43rd		D		4.045			2.738	2022	2011	

TABLE 3 - Continued
ARTERIAL STREET LIFE CYCLE PROGRAM
October 2007 - March 2008, Project Status of Projects Underway
(2007 and Year of Expenditure, Dollars in Millions, Consistent with the FY08 - February 27, 2008 ALCP)

Lead Agency & Facility	Project Requirement Completed PO = Project Overview PA = Project Agreement	Status S=Study, P=Pre-Design, D=Design, R=ROW, C=Const, C/O=Closed out	Regional Funding Reimbursements			Total Expenditures (Exp.)		FY(s) for Reimb.	FY for Final Constr.	Other Project Information
			Programmed Reimb. FY08	Estimated Future Reimb. FY2009- 2026 (2007\$)	Reimb. To Date	Exp. through FY 2008 (YOE\$)	Estimated Future Exp. FY 2009-2026 (2007\$)			
SCOTTSDALE										
SR-101L North Frontage Rd: Hayden to Scottsdale Rd	PO, PA	C	6.707		1.972	2.817	5.912	2008	2008	Design 100% Complete; Construction 50% Complete
SR-101L North Frontage Rd: Pima Rd/Princess Dr to Hayden		P, D, R	1.233	14.135				2008-2009	2009	
SR-101L South Frontage Rd: Hayden to Pima		P, D	0.705	12.470				2008-2010	2010	
Pima Rd: McKellips to Via Linda		P		29.123				2009-2011	2011	
Pima Rd: Thompson Peak Parkway to Pinnacle Peak		C		12.959				2011	2008	
Shea at 90th/92nd/96th Intersection Improvements	PO	C/O		3.500				2021	2006	Project Complete; Project consolidated to include 3 previous intersection improvement projects
Shea at Via Linda (Phase I)	PO	C/O		0.945				2021-2022	2006	Project Complete
Shea at Mayo Blvd/134th St	PO	C/O		0.280				2021	2007	Project Complete

ATTACHMENT THREE

April 16, 2008

TO: Members of Transportation Review Committee

FROM: Eileen O. Yazzie, Transportation Programming Manager

SUBJECT: ARTERIAL LIFE CYCLE PROGRAM (ALCP) - REGIONAL AREA ROAD FUND (RARF) 2008 CLOSEOUT PROCESS

The *Arterial Life Cycle Program (ALCP) Policies and Procedures* establish the ALCP RARF Closeout process, which begins with a fiscal analysis of the ALCP and the development of proposed ALCP RARF Closeout options. The ALCP RARF Closeout options are connected to project eligibility and priorities established in the *ALCP Policies and Procedures*. The allocation of ALCP RARF Closeout funds is prioritized by projects scheduled for reimbursement in the next fiscal year and then in the chronological order that projects are programmed for reimbursement in the ALCP.

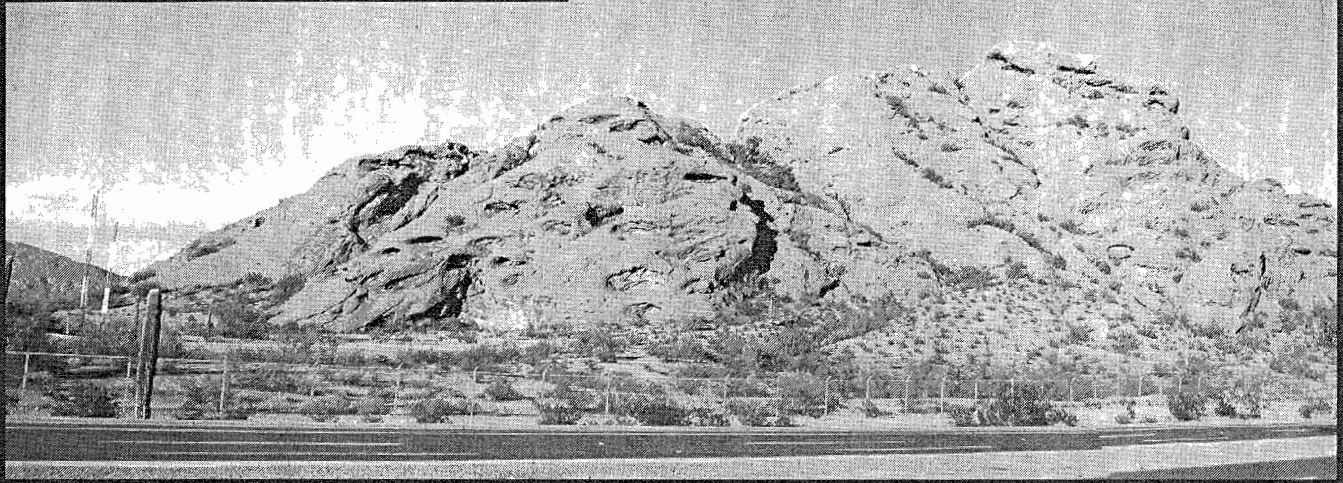
BACKGROUND

In October 2007, the Arterial Life Cycle Program (ALCP) Working Group met with MAG Staff to collaborate on revisions to the *ALCP Policies and Procedures* (Policies). Through this process, the ALCP RARF Closeout procedures were incorporated into the draft Policies. On December 19, 2007, the MAG Regional Council approved the updated Policies. Section 260 of the Policies established the RARF Closeout procedures, project eligibility, and the allocation process of available closeout funds. A copy of this section has been attached for your review.

MAG Staff performed a detailed financial analysis to determine the impact of proposed ALCP RARF Closeout options. As part of the financial analysis, MAG Staff reviews:

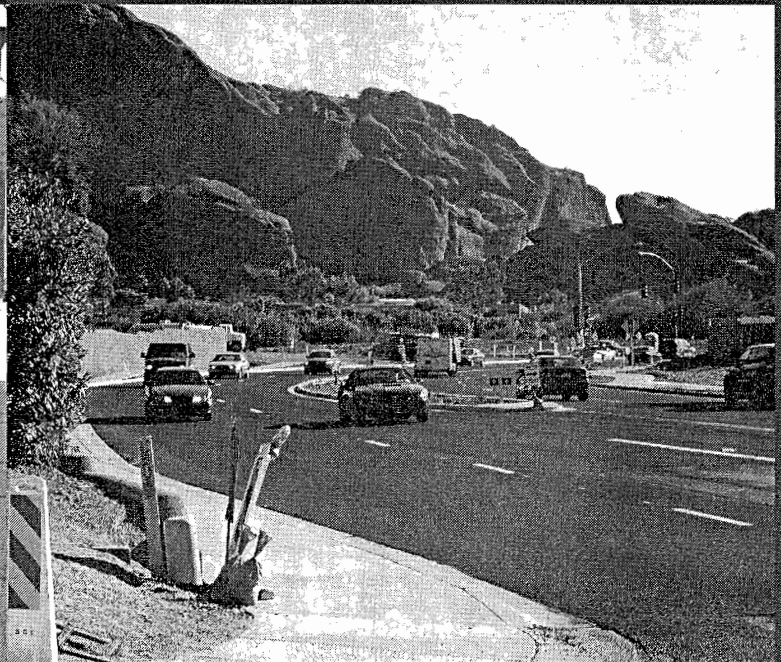
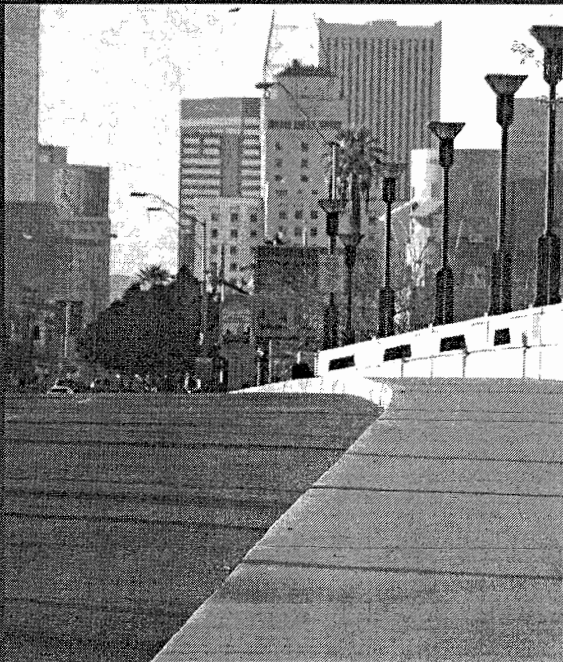
- Eligible projects for the ALCP RARF Closeout
- The FY2008 programmed vs. actual project expenditures
- Historical trends in RARF revenue collection
- The FY2008 and draft FY2009 ALCP bonding program
- The impact of the various Closeout reimbursement scenarios on the draft FY2009 life cycle budget and bonding program
- Programmed project expenditures for FY2009 in the draft FY2009 ALCP

After reviewing the financial analysis output, MAG Staff recommends the reimbursement of three eligible projects in the FY2008 ALCP Regional Area Road Funds (RARF) Closeout: Lake Pleasant Parkway from Union Hills Drive to Dynamite Road for \$8.044 million; Arizona Avenue at Chandler Boulevard Intersection Improvements for \$3.582 million; and, Val Vista Drive from Warner Road to Pecos Road for \$3.352 million. The attached table summarizes the list of eligible projects in chronological order of programmed reimbursements and completed fiscal year of work.



ARTERIAL LIFE CYCLE PROGRAM POLICIES AND PROCEDURES

DECEMBER 19, 2007



1. Administrative adjustments do not require a Program or Project amendment because the adjustment does not qualify as a Project Update (Section 220) and does not cause a negative fiscal impact to the current fiscal year.
 2. Regional reimbursement budgets cannot be moved from a later fiscal year to an earlier fiscal year in an administrative adjustment. This would require an amendment.
- B. An administrative adjustment is needed when:
1. Project expenditures for a Project work phase or a Project segment are lower than the estimate, causing the 70% regional reimbursement to be less than the amount programmed in the current ALCP.
 2. The remaining regional reimbursement funds may be moved within the original Project, to another work phase or a Project Segment that is programmed in that fiscal year or a later fiscal year.
- C. At that time, the ALCP and Project budgets will be adjusted to reflect the remaining Project funds.
- D. Administrative Adjustments may occur each fiscal quarter. Changes will be reported in the ALCP Status Report, and the ALCP will be reprinted.

SECTION 260: ALCP RARF CLOSEOUT

- A. Annually, MAG Staff will determine the availability of RARF funds to be used for the ALCP RARF Closeout by April 15th.
1. MAG Staff will demonstrate the fiscal constraint of the ALCP with proposed ALCP RARF Closeout options.
 2. A Project or Project segment in the ALCP may not be adversely impacted, delayed, reduced or removed as a result of the reimbursement of RARF funds in the Closeout process to another Project, portion or segment.
 3. Lead Agencies and other agency(ies)/jurisdiction(s) listed in a Project Agreement that receive RARF Closeout funds will not be liable to reimburse the RARF funds to the Program if a Program deficit occurs in the future.
- B. The ALCP RARF Closeout Process will begin at the April TRC and continue through the MAG Committee process in May, one month before the annual update of the ALCP.
- C. To be considered for reimbursement with RARF Closeout funds, a Project must have completed the following Project Requirements: Project Overview, Project Agreement, and Project Reimbursement Request.
1. All three requirements must be completed and accepted by June 1st.
 2. The Project or Project segment must be completed/closed out.
- D. The determination and allocation of ALCP RARF Closeout funds for eligible completed projects will be made according to the following priorities (in sequential order):
1. Projects scheduled for reimbursement in the next fiscal year;
 2. All other Projects according to the chronological order of the programmed reimbursements

SECTION 270: USE OF SURPLUS OR DEFICIT PROGRAM FUNDS

- A. If a surplus Program funds occurs, existing Projects may be accelerated. Any acceleration will occur according to priority order of the ALCP.
1. For Projects to be accelerated, matching local funds must be committed.

FY2008 Regional Area Road Fund (RARF) Closeout Eligible Projects

Eligible projects are in consecutive order based on the fiscal year the project is programmed for reimbursement

Fiscal Year for Reimb.	RTP ID	Lead Agency	Project Name	Fiscal Year for Work	Amount 2007\$ (millions)	Completed Project Requirements
2012	ACI-LKP-10-03-B	Peoria	Lake Pleasant Pkwy: Union Hills to Dynamite Rd	2006	4.022	PO, PA
2013	ACI-LKP-10-03-B	Peoria	Lake Pleasant Pkwy: Union Hills to Dynamite Rd	2006	4.022	PO, PA
2014	All-ARZ-30-03	Chandler	Arizona Ave/Chandler Blvd: Intersection Improvements	2006	3.582	PO, PA, PRR
2014	ACI-VAL-20-03	Gilbert	Val Vista Dr: Warner Rd to Pecos Rd	2006	3.352	PO, PA, PRR
2021	All-ARZ-10-03	Chandler	Arizona Ave/Elliott Rd Intersection Improvements	2006	3.582	PO, PA
2021	ACI-SHA-20-03-C	Scottsdale	Shea Blvd at Via Linda (Phase1)	2006	0.945	PO
2021	ACI-SHA-20-03-F	Scottsdale	Shea Blvd at Mayo/134th St	2006	0.280	PO
2021	ACI-SHA-20-03-A	Scottsdale	Shea Blvd at 90th/92nd/96th Streets	2007	3.500	PO
2022	ACI-HPV-20-03-A	Phoenix	Happy Valley: I-17 to 35th Ave	2005	5.439	PO, PA

LEGEND	
PA	Project Agreement
PO	Project Overview
PRR	Project Reimbursement Request
Reimb.	Reimbursement

ATTACHMENT FOUR

April 16, 2008

TO: Members of the Transportation Review Committee

FROM: Maureen DeCindis, Transportation Planner

SUBJECT: DESIGN ASSISTANCE PROGRAM 2008 - ROUND II

The FY 2008 MAG Unified Planning Work Program and Annual Budget, approved by the MAG Regional Council in May 2007, included \$200,000 for the Pedestrian Design Assistance Program and \$300,000 for the Bicycle/Shared-Use Design Assistance Program. The design programs allow MAG member agencies to apply for funding for the design portion of a bicycle or pedestrian project. Four applications for the program were received on August 28, 2007. On September 18, 2007, the MAG Pedestrian Working Group and the MAG Bicycle Task Force reviewed the applications and recommended that the following projects receive funding:

- City of Scottsdale: 70th Street Pedestrian and Bicycle Connection (\$55,000)
- Town of Gilbert: Pedestrian Safety & Traffic Calming Demonstration Project (\$75,000)
- Town of Gilbert: Bicycle Crossing Safety and Improvement Demonstration Phase II Project (\$90,000)
- City of Peoria: New River Underpass at Olive Avenue (\$125,000)

There was \$125,000 available for Pedestrian Design Assistance projects and \$30,000 for the Bicycle Design Assistance Program for Round II. Seven projects were received on January 14, 2008 requesting \$433,000.

The following applications were withdrawn for consideration by their jurisdictions:

- City of Phoenix: Safe Routes to Mitchell School (\$45,000)
- Town of Queen Creek: Ellsworth Road Multi-Use Trail Design (\$125,000)
- City of Chandler: Summit/Elliott Pathway (\$30,000)

On March 18, 2008, the MAG Pedestrian Working Group and the MAG Bicycle Task Force reviewed the applications and recommended approval for the following projects:

- City of Mesa: Adobe Road Complete Street (\$30,000)
- City of Avondale: Garden Lakes Sidewalk (\$60,000)
- City of Phoenix: Third Street Promenade (~~\$80,000~~) (62,000)

The following project was not recommended for approval because the amount of requests exceeded the amount available.

- Town of Paradise Valley: Lincoln Drive Sidewalk Improvement (\$63,000)